ABSTRACT OF THE DISCLOSURE

An engine thrust management system comprising an engine control device, an aircraft flight manual, a flight management device and a cockpit instrument device. The engine control device is operable to calculate a percent maximum available thrust parameter and a percent indicated thrust parameter. The aircraft flight manual is operable to calculate a required thrust parameter. The flight management device is operable to calculate a percent thrust setting target parameter and a percent commanded thrust parameter. The percent commanded thrust is the amount of thrust requested by an aircraft operator. The percent commanded thrust is varied by the operator according to the value of the percent thrust setting target parameter and the value of the percent indicated thrust parameter in order to produce optimal thrust. The engine thrust management system promotes operating efficiency by eliminating redundant processes found in conventional thrust management systems and is applicable to a wide variety of engines and aircraft, thus promoting common cockpit display architecture.